

When will construction start?

The project is steadily moving forward with design and a final decision on building the tunnel. This will be based on public input around the trade-offs between length of construction, cost and traffic disruption. Construction is scheduled to begin in 2008 with utility relocation.

Project schedule

2001	Nisqually Earthquake shook Puget Sound Viaduct and Seawall replacement began	2005	Develop construction phasing approach Begin concept development north of the Battery Street Tunnel Design begins
2002	Conceptual engineering of replacement began	2006	Release Supplemental draft EIS Announce preferred construction phasing approach
2003	Alternatives for environmental review selected	2007	Release final EIS
2004	Draft EIS released Tunnel selected as preferred alternative	2008	Begin initial utility relocation
		2009	Begin SR 99 construction

Your Role

Everyone will be affected by construction, but your insight can help make construction better. We need your ideas on how we can make it through the expected lane closures, noise and vibrations, and disruptions to businesses and residents. Our priorities during construction are:

- Keep the public and construction workers safe,
- Keep people and goods moving in, through, and out of downtown, and
- Manage the impacts on residents and businesses.

Tell us how by:

- Visit www.wsdot.wa.gov/projects/viaduct and send us a comment
- Email: viaduct@wsdot.wa.gov
- Leave a message on the project information line at 206-269-4421
- Write:
Alaskan Way Viaduct and Seawall Replacement Project
c/o Washington State Department of Transportation
999 Third Ave, Suite 2424
Seattle, WA 98104

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The Alaskan Way Viaduct & Seawall Replacement Project

03.06

On the road to construction.

Replacing the Viaduct and Seawall is a top priority for the City and State, and the tunnel is the best solution. Beyond the transportation and public safety benefit, it takes advantage of a once-in-a-lifetime opportunity to open up Seattle's waterfront and makes economic sense.



Conceptual rendering of Seattle's waterfront after the tunnel is built.

Why do we need to replace the Viaduct and Seawall?

The Nisqually Earthquake battered the Viaduct in 2001, and there is a one in twenty chance that another earthquake will strike the Puget Sound region in the next ten years. Everyone agrees we can't afford to lose the Viaduct's capacity. Carrying over 100,000 vehicles each day, it is an essential alternative to I-5 and an economic lifeline of national importance.



Supporting the soil underneath the Viaduct is the Seawall and it is also at risk in the next earthquake. Not only was it damaged in the Nisqually, it is continually being eaten away by tiny marine creatures called gribbles and teredos. They have damaged over fifty-five percent of the seawall's 2,800 panels already.

Why replace the Viaduct with a tunnel?

After three years of study and public input, city, state, and federal partners decided that the tunnel would be the best choice for replacing the Viaduct in December 2004.

Great cities of the world have torn down visual barriers and opened up their waterfronts.

For example, Portland, Sydney, Paris, Stockholm and Tokyo have invested in tunnels and removed elevated freeways. The tunnel is also a two-for-one solution: it replaces the Viaduct; and along the central waterfront, the Seawall.

The Rebuild Alternative

The Rebuild Alternative is the contingency plan and will be carried through the environmental review process along with the tunnel.

The Rebuild will cost between \$2.7 and \$3.1 billion. It will require eleven to twelve years of construction. Unlike the existing Viaduct, it would be designed to meet current earthquake standards. The core rebuild would cost \$2.0 to \$2.4 billion.

Tunnel Benefits

Preserves Capacity And Improves Connections

- Preserves existing capacity for cars, trucks, and buses.
- Provides improved connections to the Port of Seattle.
- Maintains critical north-south access for freight, linking the City's two industrial heartlands.
- Creates improvements to ease congestion during construction that result in long-term transit and transportation benefits.

Strengthens The Regional Economy

- Covers the additional cost to build it within 25 years through increased revenues.
- Assuming there is only a 1 percent increase in overnight visitors, that means nearly \$1 billion of new activity over 25 years, and \$1.5 billion over 50 years.
- The combination of new waterfront amenities and less

noise will benefit an estimated 20-30 million annual visitors to the waterfront. National survey research on the economic benefit of public parks and amenities shows that people have placed a value of \$2-\$50 per visit on their experiences. Even \$2 per visit means up to \$1.0 billion in benefits over 25 years.

- Property values are estimated to increase \$280 to \$960 million for adjacent properties, whose values have been depressed by the negative impacts of the current situation.

Benefits The Natural Environment

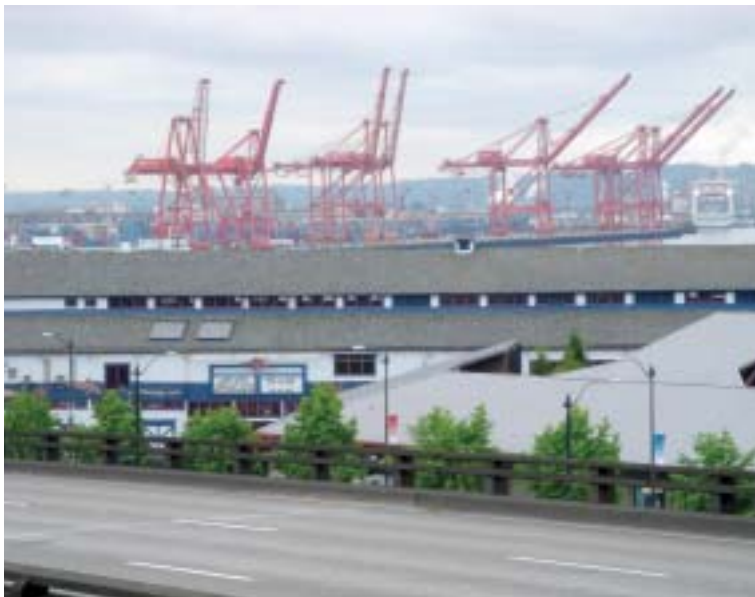
- Creates new surface space for pedestrians and recreation, opening up views for the first time since the 1950s.
- Suppresses noise and other pollution, contributing to quality of life and adding value for a city and region. The tunnel will reduce noise levels by up to 12 decibels, which means the central

waterfront will be half as loud as it is today.

- Captures and treats stormwater and sewage before it is discharged into Elliott Bay.

Superior Public Safety

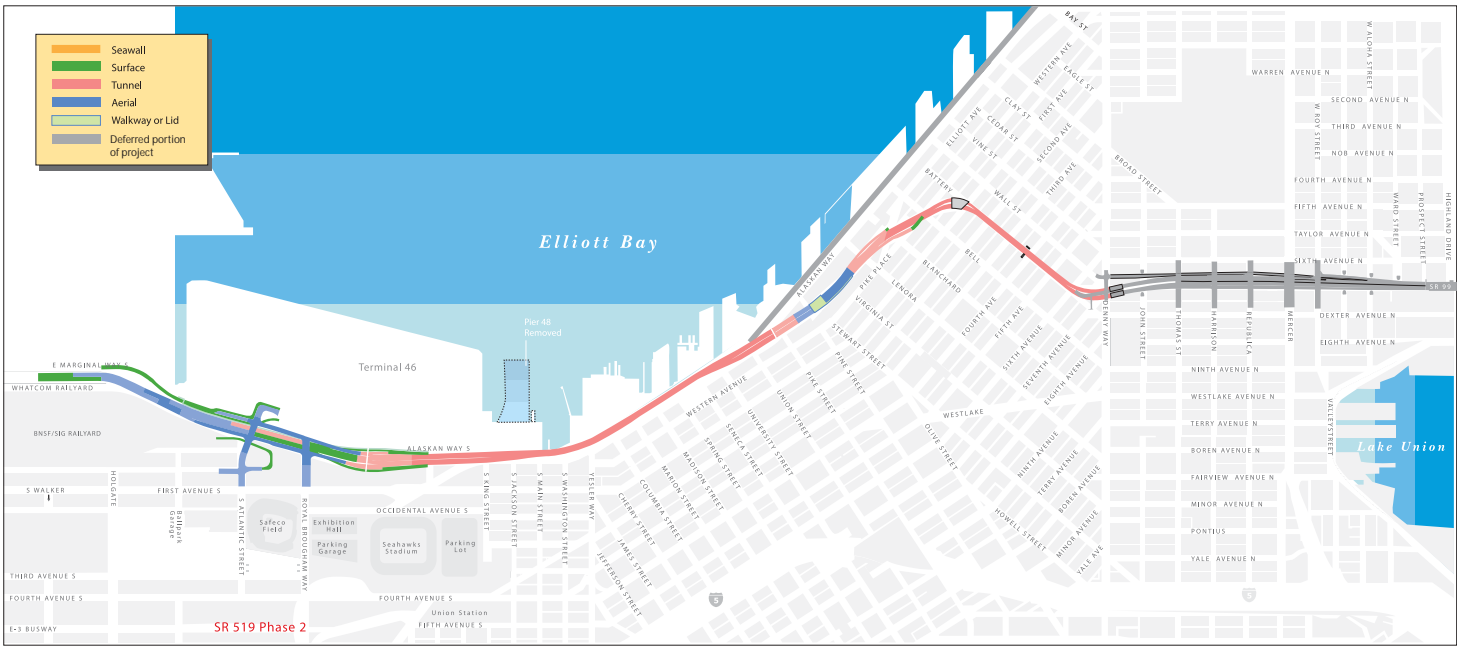
- Tunnels last longer and are stronger than viaducts, which have to be replaced or rebuilt more frequently. Many tunnels constructed over one hundred years ago are still in useful service today.
- The U.S. leads the world in advanced tunnel life-safety systems, including ventilation, fire suppression and lighting systems. WSDOT operates these systems in the two I-90 tunnels and will do so in the Alaskan Way Tunnel.
- In the case of an earthquake, a tunnel is a safer place to be than on a viaduct because a tunnel moves with the earth.



Above: Pedestrians and biker using the path along Alaskan Way.

Left: The Viaduct in the foreground and the Port of Seattle in the background. The Alaskan Way Viaduct is a critical link for the Port of Seattle.

Closing the Funding Gap



The tunnel will run along the waterfront, adjacent to where the Viaduct stands today. SR 99 will remain a surface street in the south until around South King Street, where it will descend into a tunnel. The tunnel will emerge below where the Viaduct is today, north of the Pike Street Hill Climb.

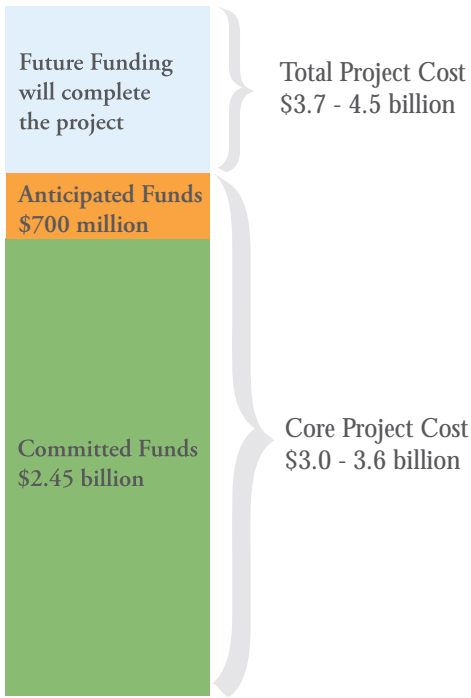
Do we have the funding to build a tunnel?

WSDOT and City planners have recently identified a 'core' tunnel that could be built first because it is at greatest risk in another earthquake. This core tunnel plan includes the south end and central waterfront sections, and initial improvements to Battery Street Tunnel.

With the committed and anticipated funds, the project has \$3.15 billion. That's within the \$3.0 to \$3.6 billion cost estimate range for completing work on the core tunnel plan. With future funding, the remaining elements of the project will be completed, including replacing the northern end of the Seawall north of Union Street, upgrading the Battery Street Tunnel, and improving SR 99 through the South Lake Union area.

We continuously look for ways to refine the project and identify additional funding. The project has been on a fast track since the

beginning, but the design work and environmental review process must be completed first before work can begin on the tunnel or the rebuild.



Tunnel Project Facts
The full tunnel will cost \$3.7-4.5 billion. Cost estimates were updated in December 2005.

The tunnel will take between seven to ten years to construct and SR 99 will be closed to traffic during part of construction.